

City of Morgan Hill Monterey Road Complete Street

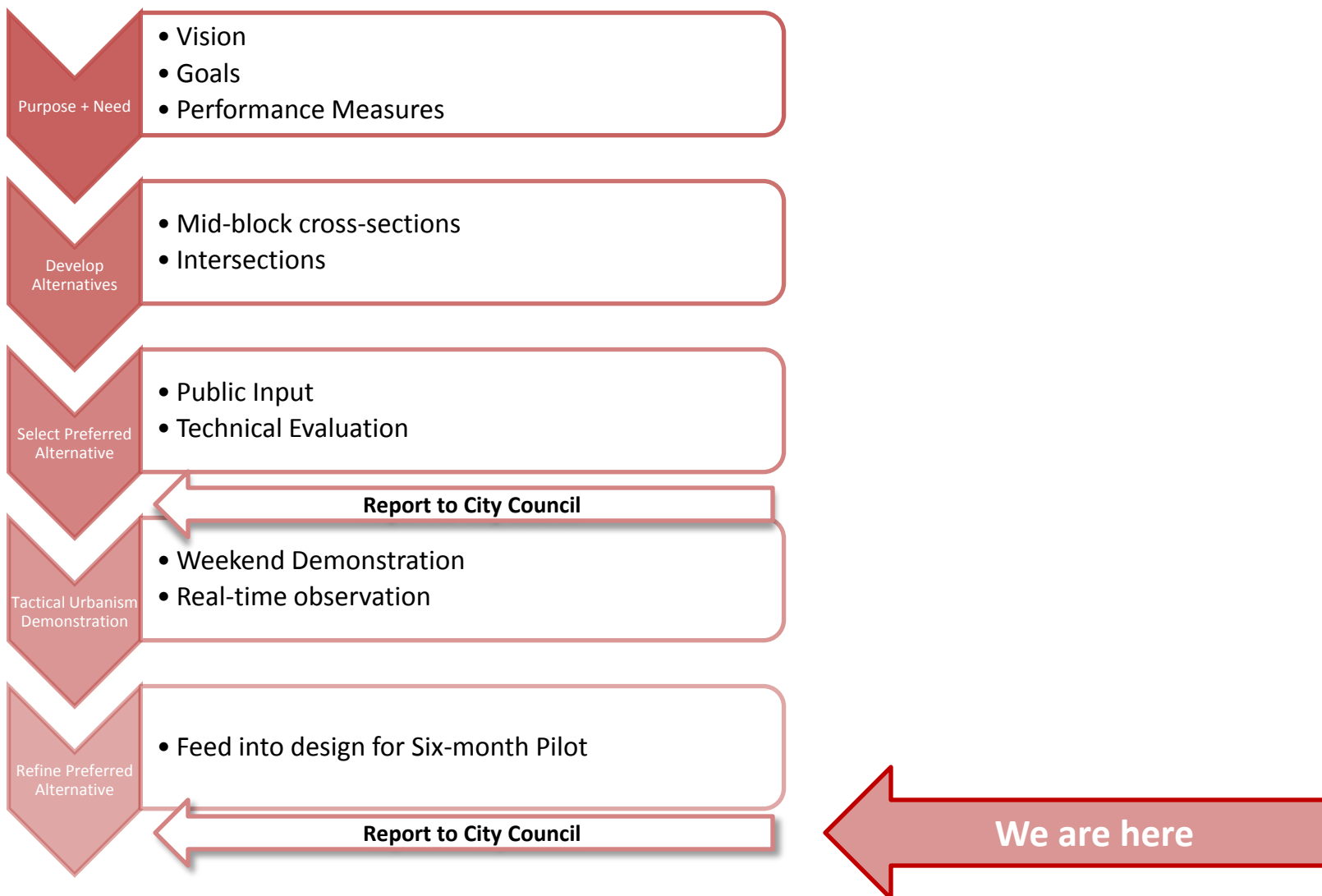


City Council Meeting:

November 19, 2014

Process for Monterey Road

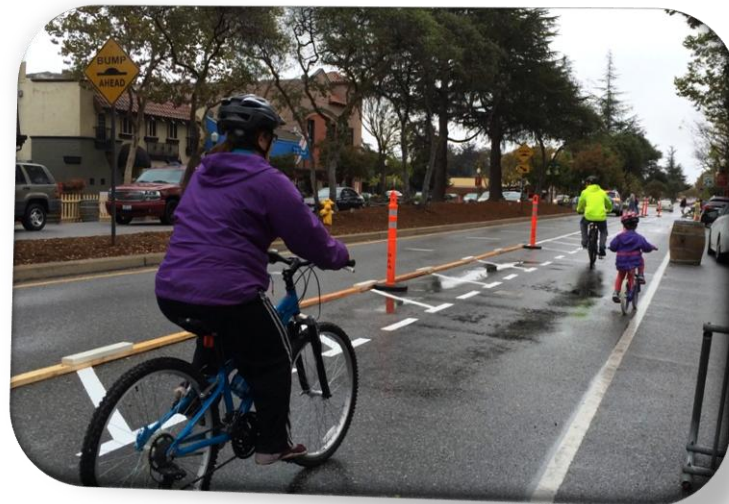
Complete Streets Project Phase 1



Purpose + Need

The Monterey Road Complete Street Project is intended to gauge if a lane reduction will:

- Improve livability and economic vitality
- Enhance pedestrian environment
- Safely accommodate bicyclists
- Reduce noise and air pollution
- Create attractive, thriving and vibrant community gathering place
- Foster a safe and inviting experience for all
- Preserve mobility for those accessing businesses, schools, services, transit and other key destinations.



Existing Conditions

Monterey Road

- 25 mph speed limit
- 17,600 average daily trips
- Can carry up to 30,000 trips per day

Butterfield Boulevard

- 45 mph speed limit
- 10,300 average daily trips
- Can carry up to 30,000 trips per day










Alternatives Development

Began with four alternatives and narrowed it to two based upon community and stakeholder input



Evaluation Criteria

 PEDESTRIAN	Accessibility
	Total pedestrian space as percentage of right-of-way
	Width of sidewalk clear zone
	Sidewalk clear zone separation from motor vehicle travel lanes
	Length of crosswalks
 BICYCLE	Bicycle level of service (separation and protection)
	Bicycle parking availability
 TRANSIT	Effect on transit travel time
	Space for bus stop amenities
	Ease of pedestrian access to bus stops

 MOTOR VEHICLES	Effect on average motor vehicle speed
	Effect on motor vehicle travel time
	Motor vehicle parking availability
	Effect on through truck traffic
 SAFETY	Potential to reduce pedestrian crashes (CRF)
	Potential to reduce bicycle crashes (CRF)
	Potential to reduce motor vehicle crashes (CRF)
 ECONOMIC	Opinion of business owners along corridor
 PUBLIC SAFETY/ EMERGENCY RESPONSE	Effect on emergency response time (includes alternative routes)
	Emergency vehicle maneuverability

Community Engagement

- Stakeholder Consensus Meetings
- Business Owner Meetings
- Public Safety Meeting
- Residents Meeting
- Creative Placemaking Symposium
- City Council Check-in
- Weekend Demonstration
- Demonstration Surveys
- Business Survey



Alternative 1

(Northbound during the demonstration)



BENEFITS / DRAWBACKS



**LITTLE
EFFECT ON
TRAVEL TIME**

At intersections, left- and right-turn lanes may be accommodated by using the area to the right of the travelway, preserving the capacity to move vehicles.



**MORE
SIDEWALK
SPACE**

Larger sidewalks allow couples to walk side-by-side and free up more space for transit stop amenities, outdoor dining, and street furniture.



**SAFER FOR
PEDESTRIANS**

Shorter crosswalks and flashing crossing beacons make pedestrians more visible to motorists and reduce the risk of a collision.



**NO
BICYCLE
LANES**

Without dedicated space for bicyclists, such as a bicycle lane, the more timid bicyclists are less likely to bicycle for everyday trips, exercise, and recreation.



**SLOWER
EMERGENCY
RESPONSE**

A narrow travelway at mid-block makes it more difficult for ambulances and other emergency vehicles to navigate around yielding vehicles.

Alternative 2B

(Southbound during the demonstration)



BENEFITS / DRAWBACKS



**MORE
REASONABLE
SPEEDS**

By having one travel lane at mid-block, the most careful drivers will control speeds through downtown, which will also help reduce the outdoor noise level from passing vehicles.



**DISCOURAGE
TRUCK TRAFFIC**

People driving large trucks and construction vehicles may select alternative routes that are more accommodating to their vehicle's size, helping reduce the number of vehicles in the downtown district and the noise level.



**SAFER
FOR
BICYCLISTS**

Buffered bicycle lanes encourage more timid cyclists, leery of competing with motor vehicle traffic, to bicycle for everyday trips and for exercise and recreation.



**EMERGENCY
VEHICLE
FLEXIBILITY**

The addition of a large bicycle lane provides a space for motor vehicles to yield to ambulances and other emergency vehicles.



**LONGER
VEHICLE
TRAVEL TIME**

Because the addition of a bicycle lane will replace right-hand turn lanes at intersections, motor vehicle travel times will be reduced as through traffic shares a lane with vehicles turning right.

Weekend Demonstration



Lessons Learned

- **Emergency vehicle access**
- **U-turn issue**
- **Parallel parking easier with Alt 2B**
- **People prefer dedicated bikeways**
- **Parking needs to remain**
- **Travel times**
- **Speeds**
- **Diversion**



Community Input

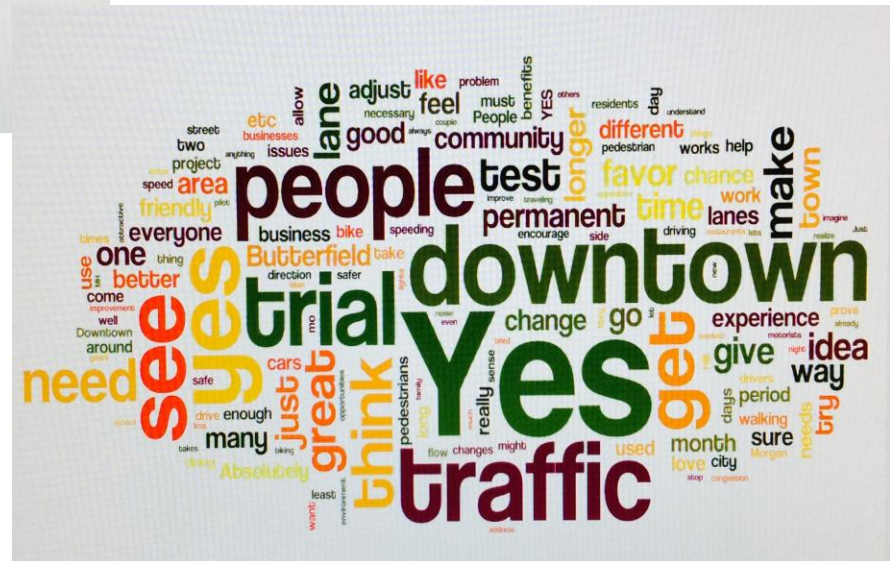
- **789 surveys collected (hard copy and online)**
- **1536 survey comments**
- **Hundreds of comments through various social media outlets**
- **Emails**
- **Comments through website**



Leave Monterey Road As Is



Proceed With 6 month Trial



Recommendations for Six Month Trial

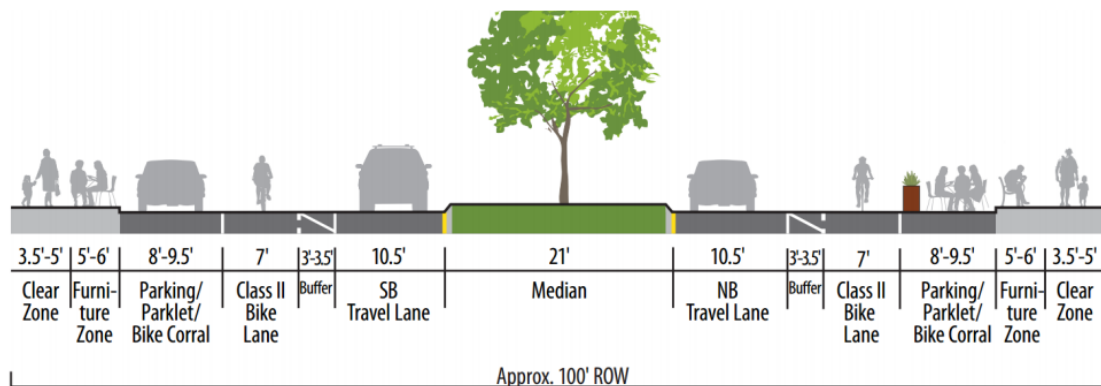
- February 2015 until July 2015
- One – lane each direction for vehicles
- Buffered bike lane each direction
- Continuous monitoring
- Formal evaluation of performance criteria
 - ✓ 3months
 - ✓ 6months
- Final Report



Recommendations



- Restripe roadway with buffered bicycle lanes from Main Ave to Dunne Ave
- All on-street parking to remain as is
- Include shared bicycle/right-turn lanes at Main Ave and Dunne Ave approaches
- Remove speed cushions at 3rd St
- Improve traffic signal phasing (peds too)
- Create designated loading zones
- Add wayfinding signage to Butterfield Blvd



Budget/Expenditures

- Complete Street Project not initially budgeted
- Idea came forth during Community Engagement
- Include in Monterey Road Streetscape Project

Expended to Date: \$ 75,000

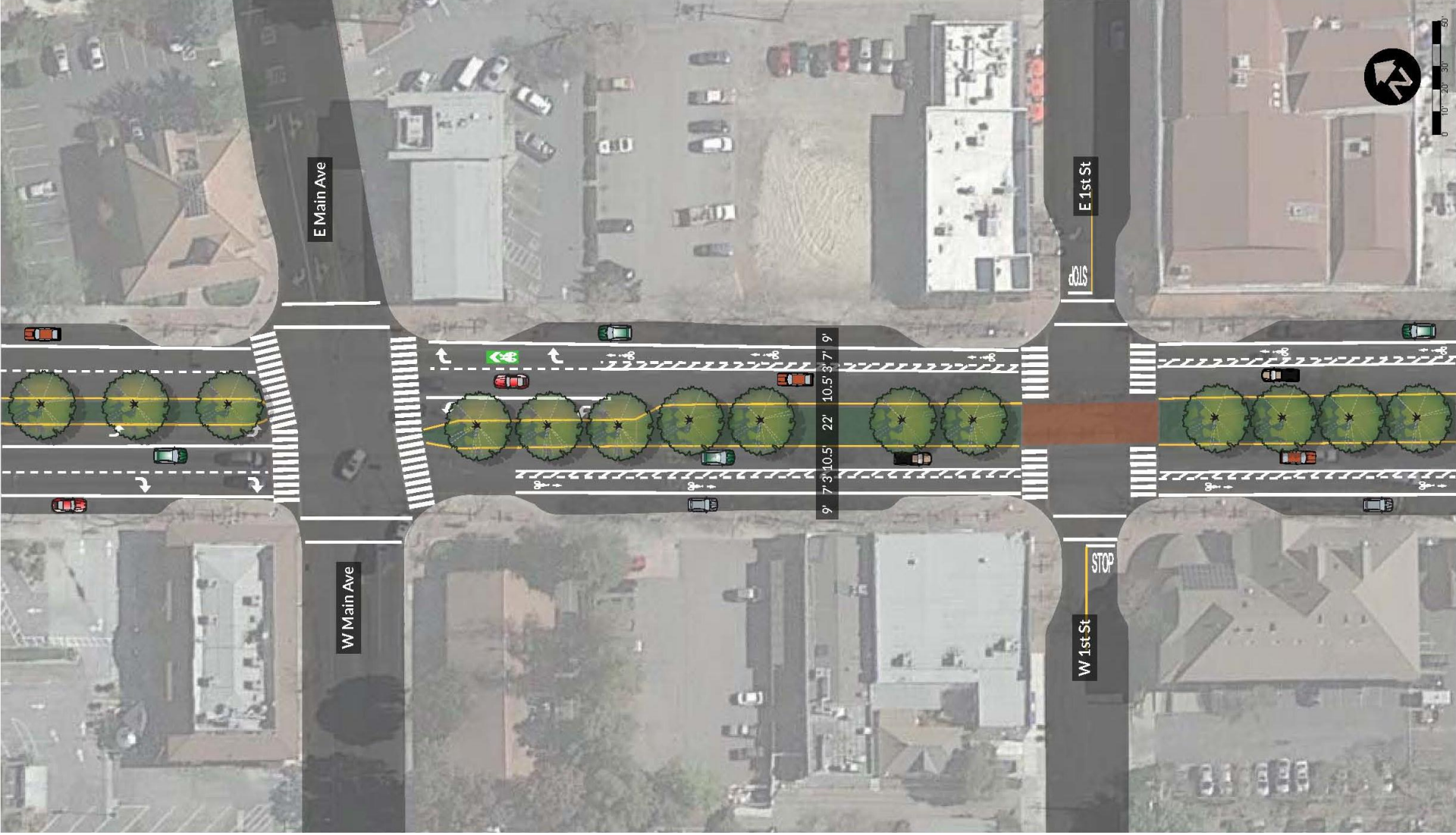
- Alta Planning + Design Contract
- Traffic Control and Materials
during Weekend Event

Complete Pilot Program: \$171,000

Total: \$246,000

Thank you!





E Main Ave

W Main Ave

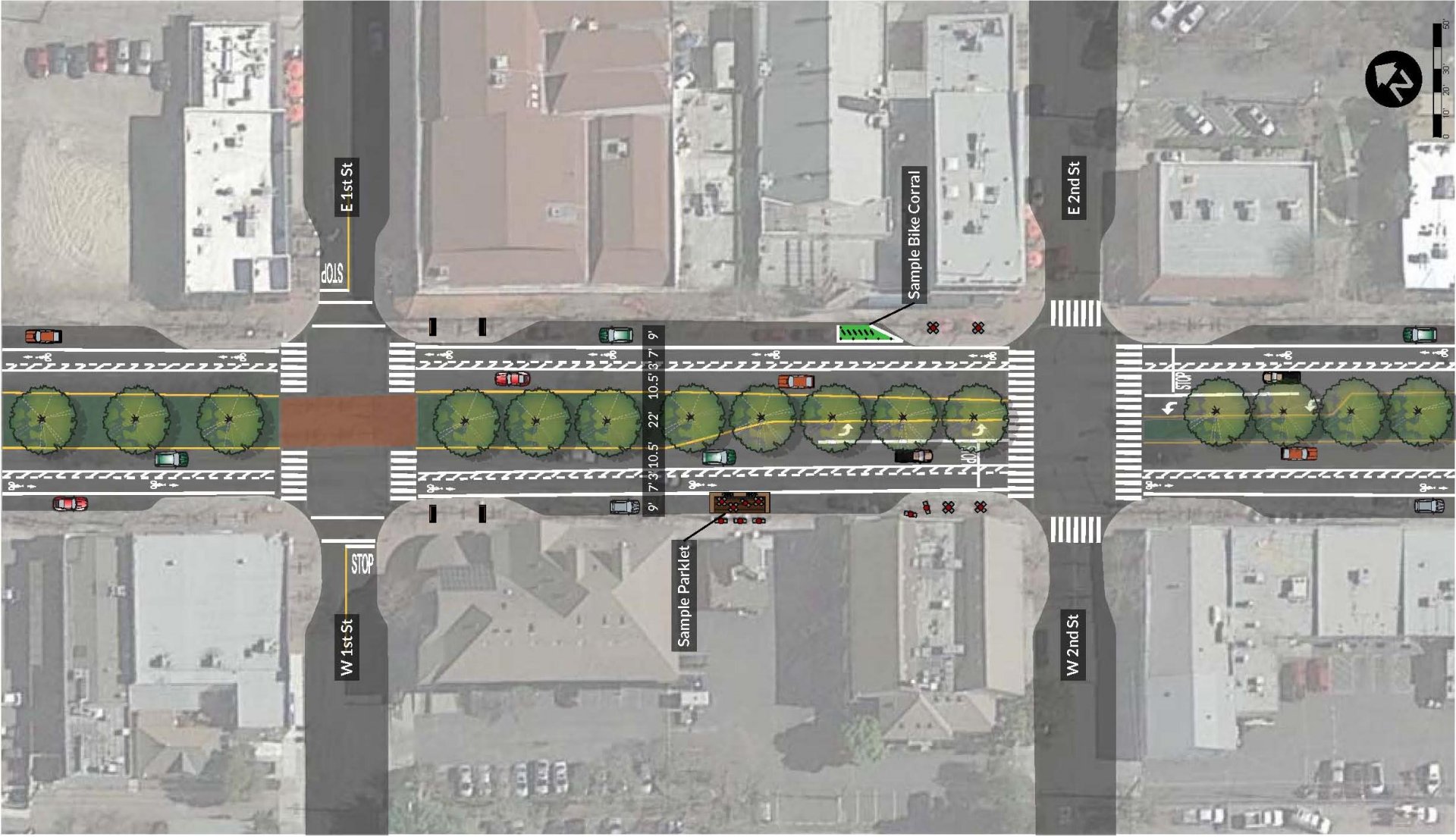
E 1st St

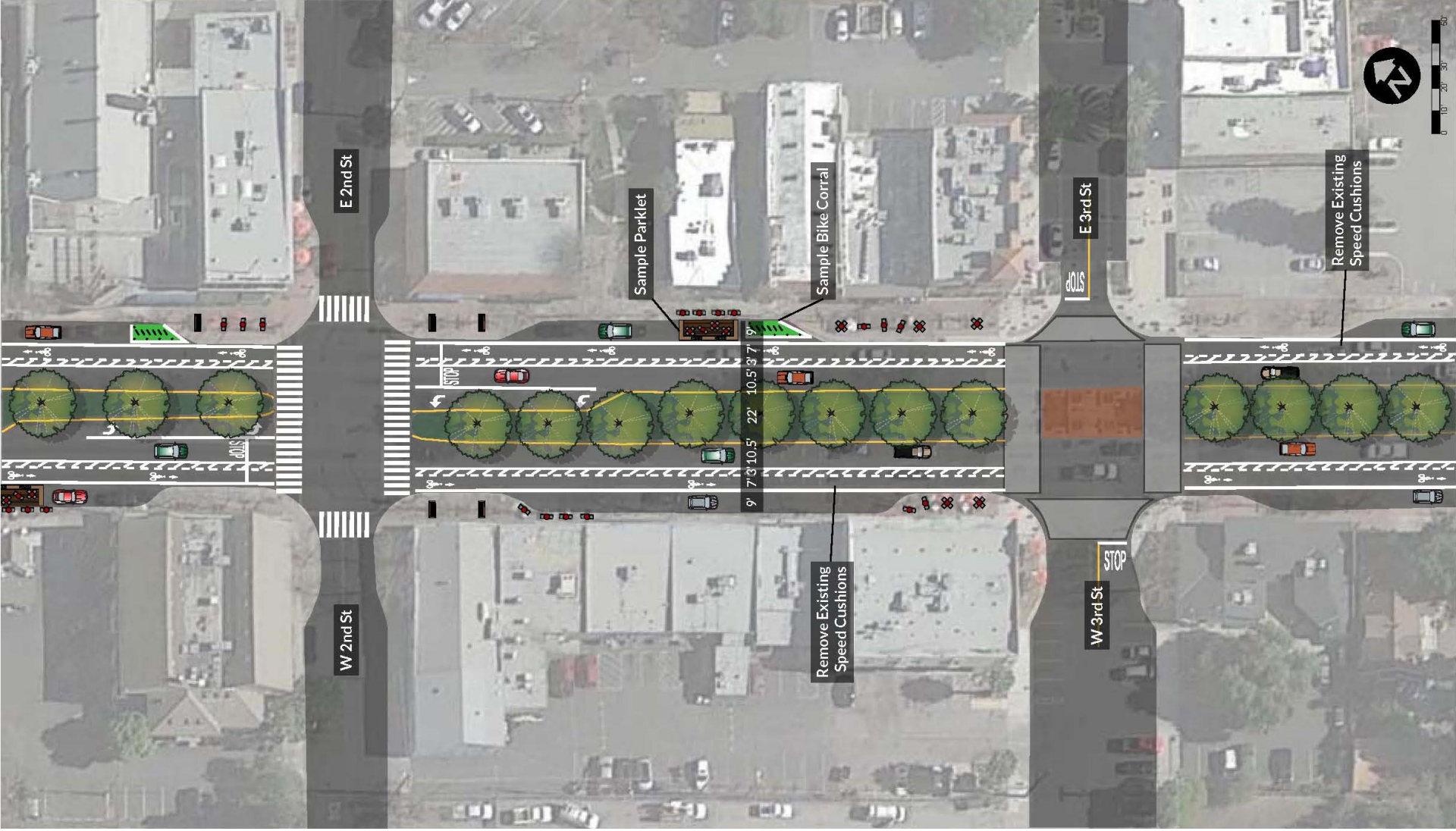
W 1st St

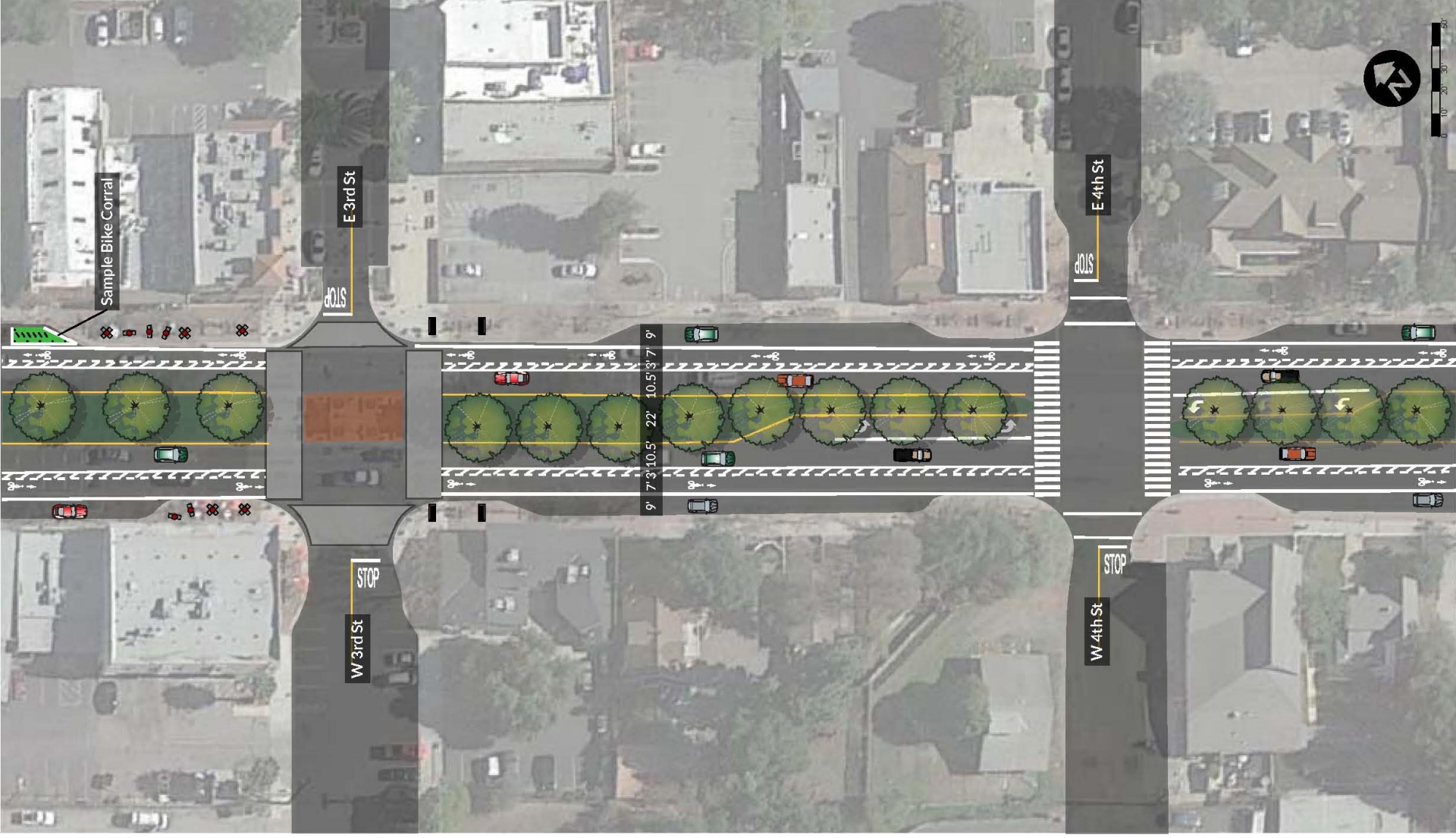
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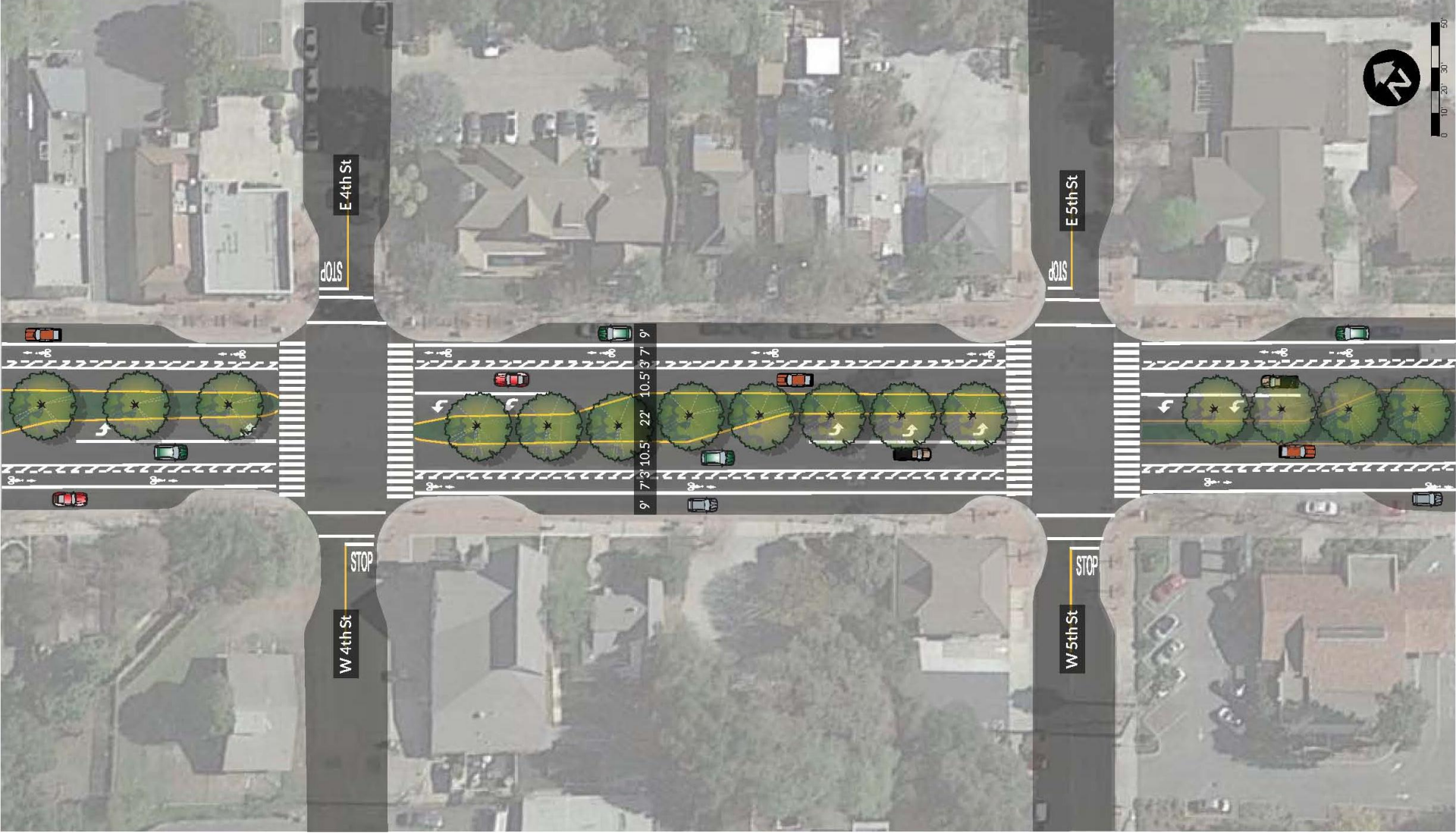


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E 4th St

W 4th St

E 5th St

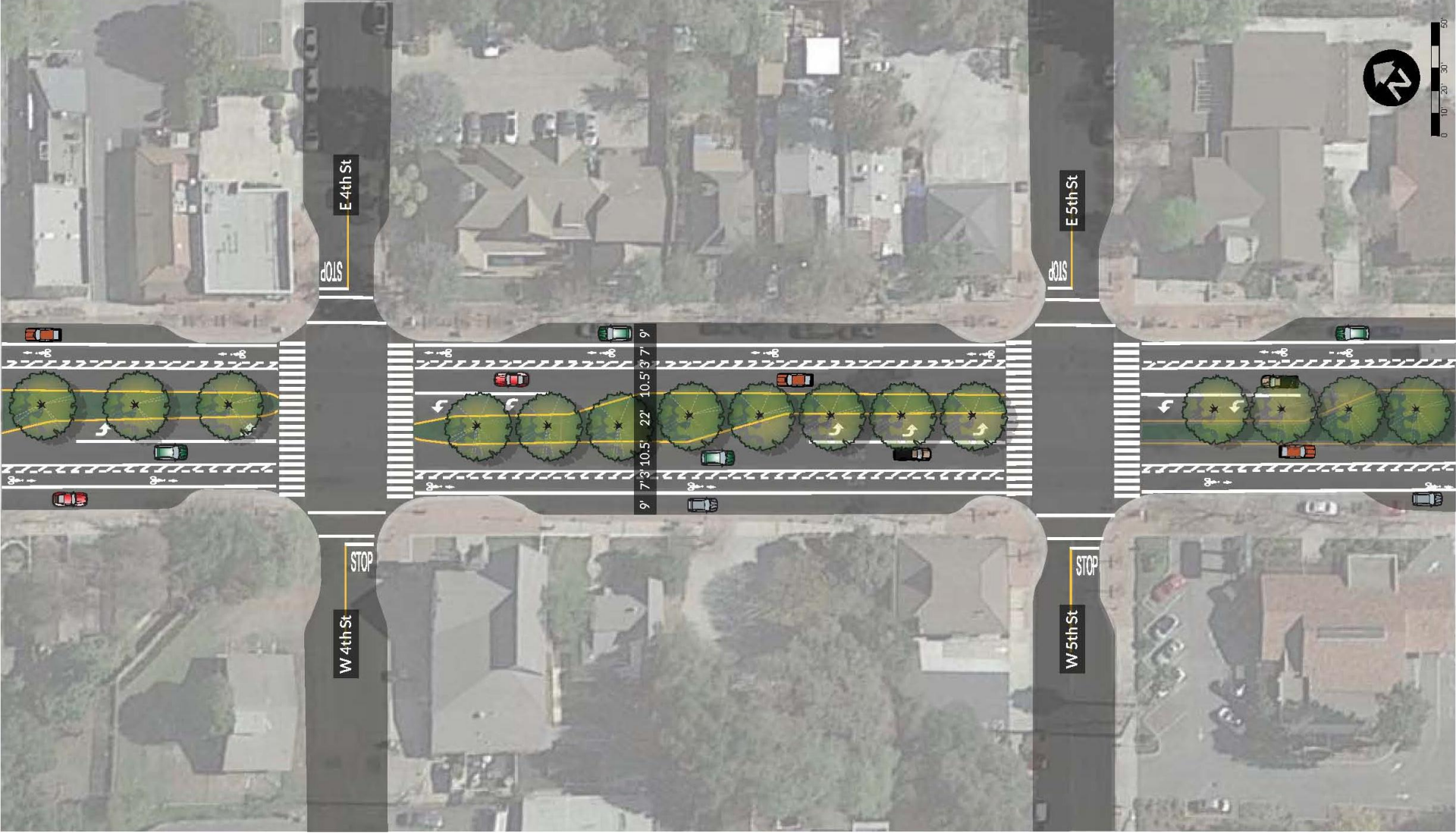
W 5th St

STOP

STOP



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E 4th St

STOP

E 5th St

STOP

W 4th St

STOP

W 5th St

STOP